

Design and Access Statement prepared to support a planning application for the development of mixed use accommodation on Great Stone Road, Stretford.

Prepared by O'Connell East Architects on behalf of Accrue(Forum) 1 LLP

Feb 2020

oea





# 1.

## SITE ANALYSIS

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## Site - Location

The site is located on Great Stone Road in Stretford, Manchester. It is 3.8 miles to the southwest of Manchester City Centre, 3.0 miles southwest of Salford and 4.2 miles North of Altrincham.





The nearby tram stop, Old Trafford (5 minutes by foot) also provides frequent links to Stretford town centre and into Manchester City Centre.

The surrounding area of the site is predominately occupied by Old Trafford Cricket Ground, residential housing, multistorey office blocks and a surface carpark.







-  Sun path
-  Bus route
-  Current pedestrian route to tram stop
-  Tram route

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### General analysis

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The site is conveniently located for public transport - as well as being in close proximity to Old Trafford tram stop, there are also a variety of bus routes that run along Great Stone Road.



1. View from lower level of the site looking South East



2. View from higher level of the site looking North West

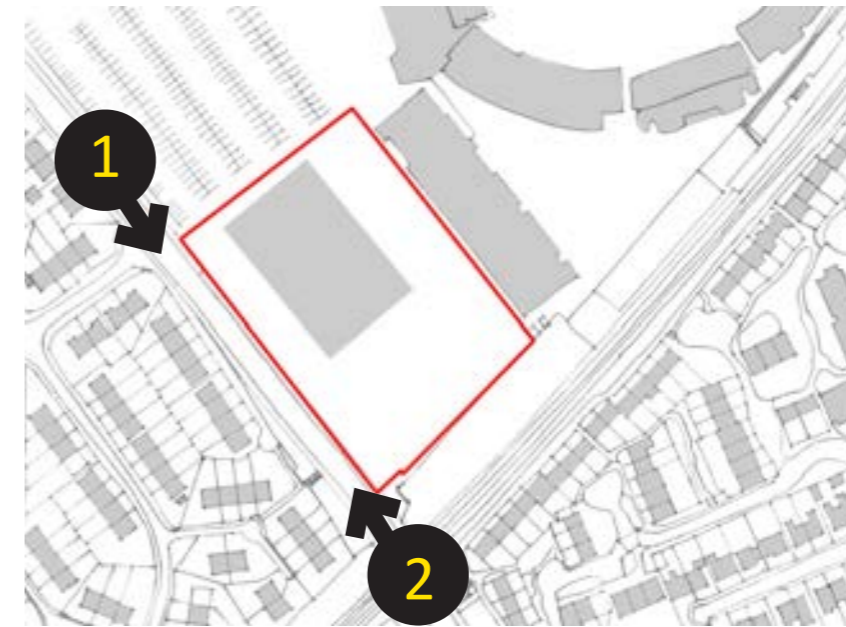


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### Approaching view - Existing/Proposed

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The images to the Left show the existing and proposed view along Great Stone Road



Existing Site Plan





Above: Ariel photograph of Manchester Cricket ground, showing the proposed site to the North, 1947



Above: photograph of tickets to the Hardrock



Above: 1931 map of Old Trafford

### 2.1.7 Site - History

Old Trafford lies around 3 kilometers Southwest of Manchester City Centre. The name Old Trafford is predicted to have origins from when the De Trafford family built a new hall (now Trafford Park) to replace their current one in 1720. The name of the first hall and its surrounding areas were shortened to Old Trafford. The initial hall was nearby what is now White City retail park.

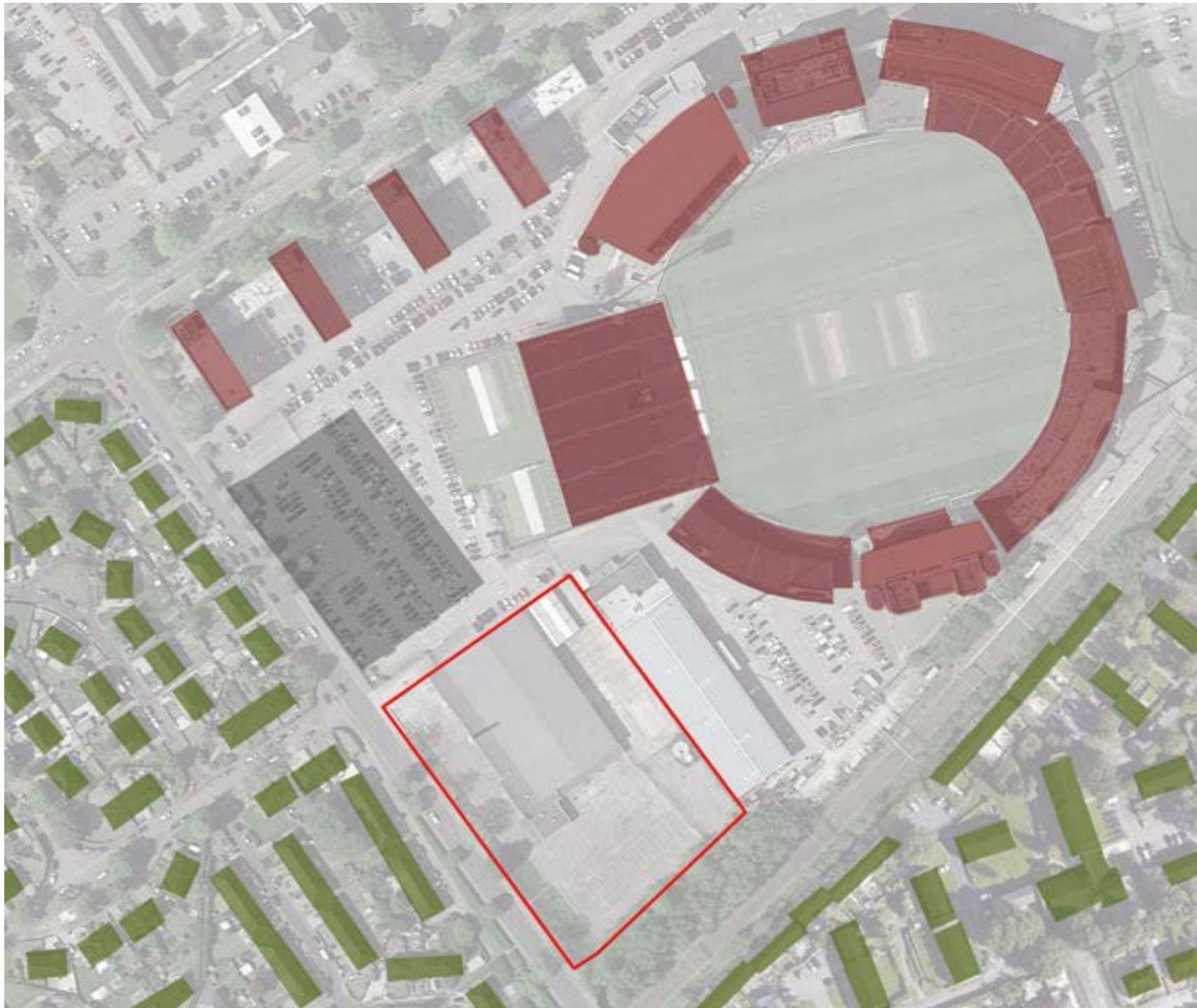
In 1820, John Dalton chose the site of White City retail park as a site for an elaborate botanical garden. The site was chosen for its clean unpolluted air, and after the closure of the botanical gardens became an athletics stadium and a site for greyhound racing.

The Old Trafford area became popular for sports and recreation due to its clean air and has continued to be recognised for its sports and recreation since. Old Trafford cricket ground opened in 1857, setting precedent for Old Trafford football stadium to open in 1910, which has since become areas most notable Landmark.

Historic maps show the site was used for sport and leisure purposes from the late C19 to the mid-late C20. In the 1970s the site was used as the Hardrock concert venue / bowling alley. In 1976 planning permission was granted to B&Q for the use of the site for retail purposes.

In the last decade, the cricket ground has expanded, with new facilities including a conference centre, hotel and larger stands, and floodlighting. This coincided with new development such as Tesco. In 2017, the Council announced new plans to create a University Academy in the area, as part of the efforts to regenerate Stretford.





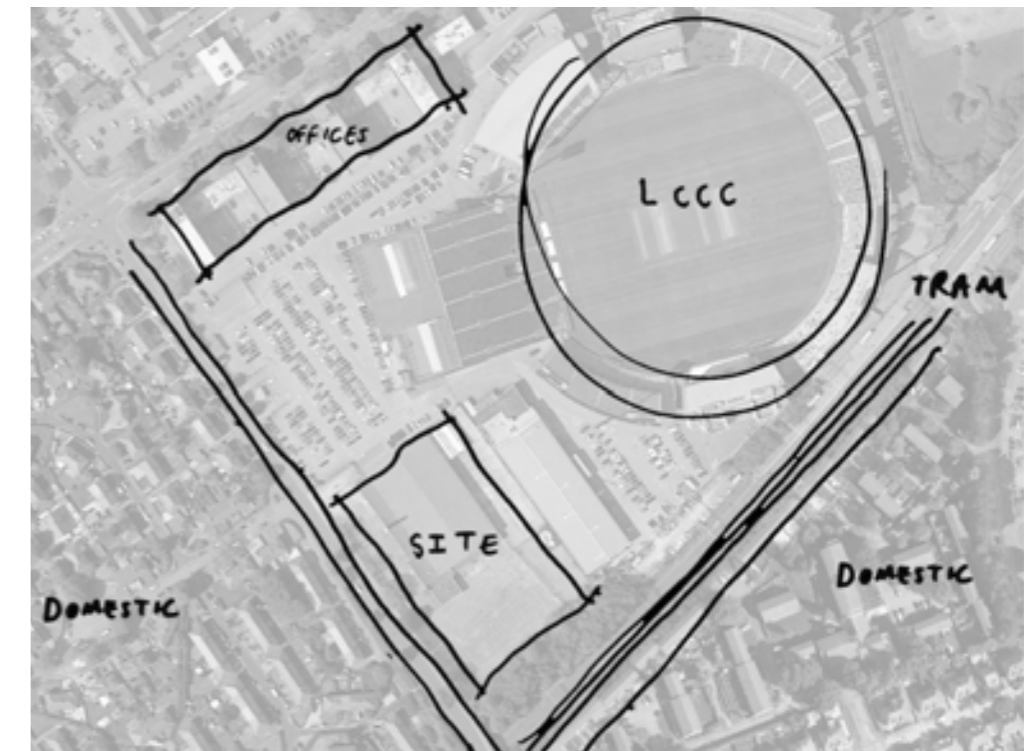
- Large scale mass - stadium and offices
- Small scale mass - 2 storey residential

## Building uses and Massing

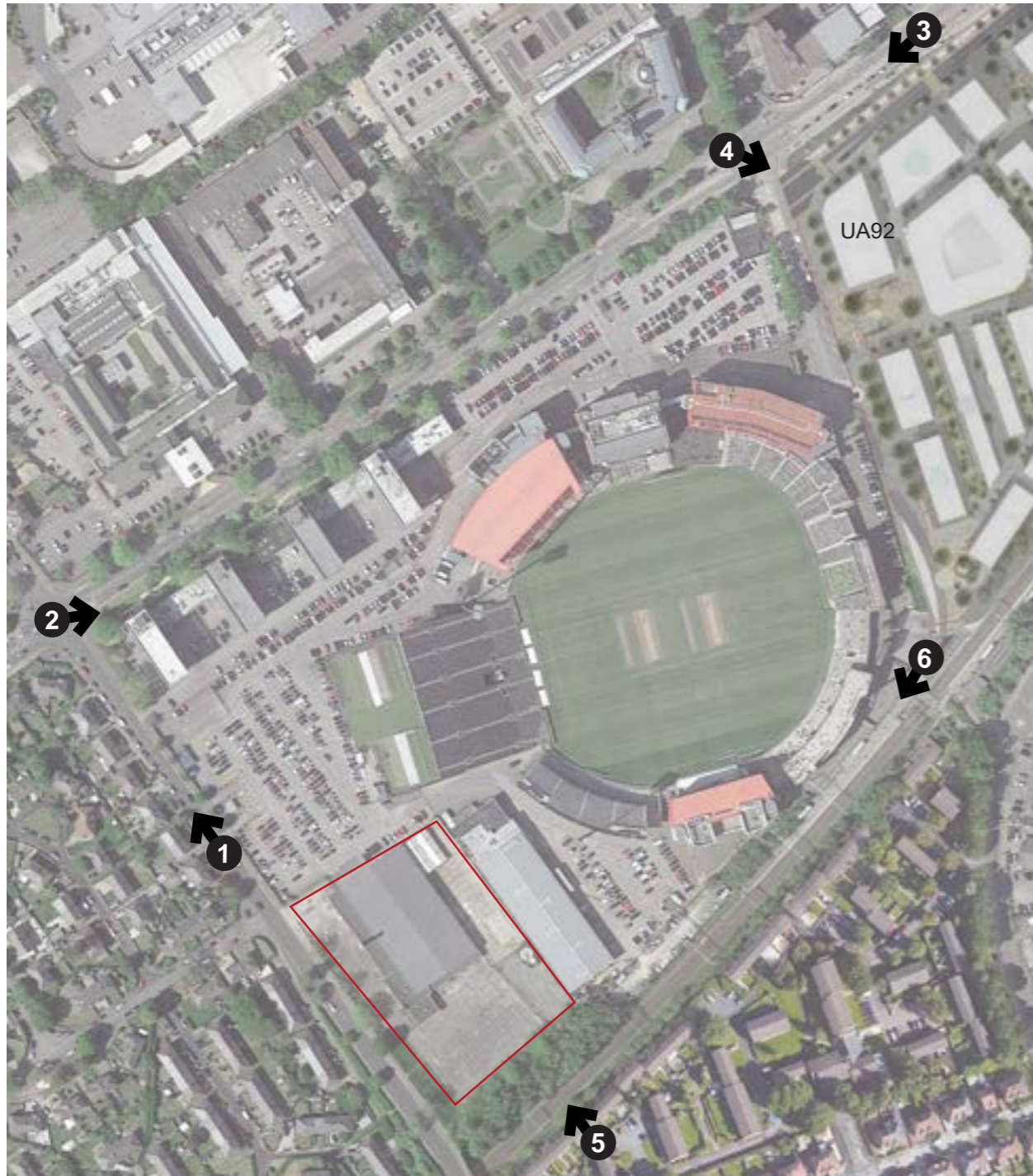
Lancashire County Cricket Club is an immediate neighbour of the site. The large scale stadium has been a main influence of the schemes varied massing.

There are currently several tall buildings on Talbot Rd, which runs perpendicular to Great Stone Road. Talbot Road is the closest main road linking the site to the city and it has several office buildings up to 10 storeys high. Tall Buildings can be used to achieve a greater density of development on valuable sites that are restricted in size. They can also initiate regeneration through the process of development to a neglected area.

The proposal steps down towards Great Stone Rd in response to the low-rise housing to the west. this forms a screen to the higher massing along the eastern edge of the site.







### Site images - immediate context

The scheme sits within the civic quarter, and is surrounded by a number of large scale schemes including Lancashire cricket club and offices blocks on Talbot Rd

The UA92 is also within the civic quarter, which in future will house offices, a hotel, apartment buildings, and a sports and leisure block.



1.



2.



3.



4.



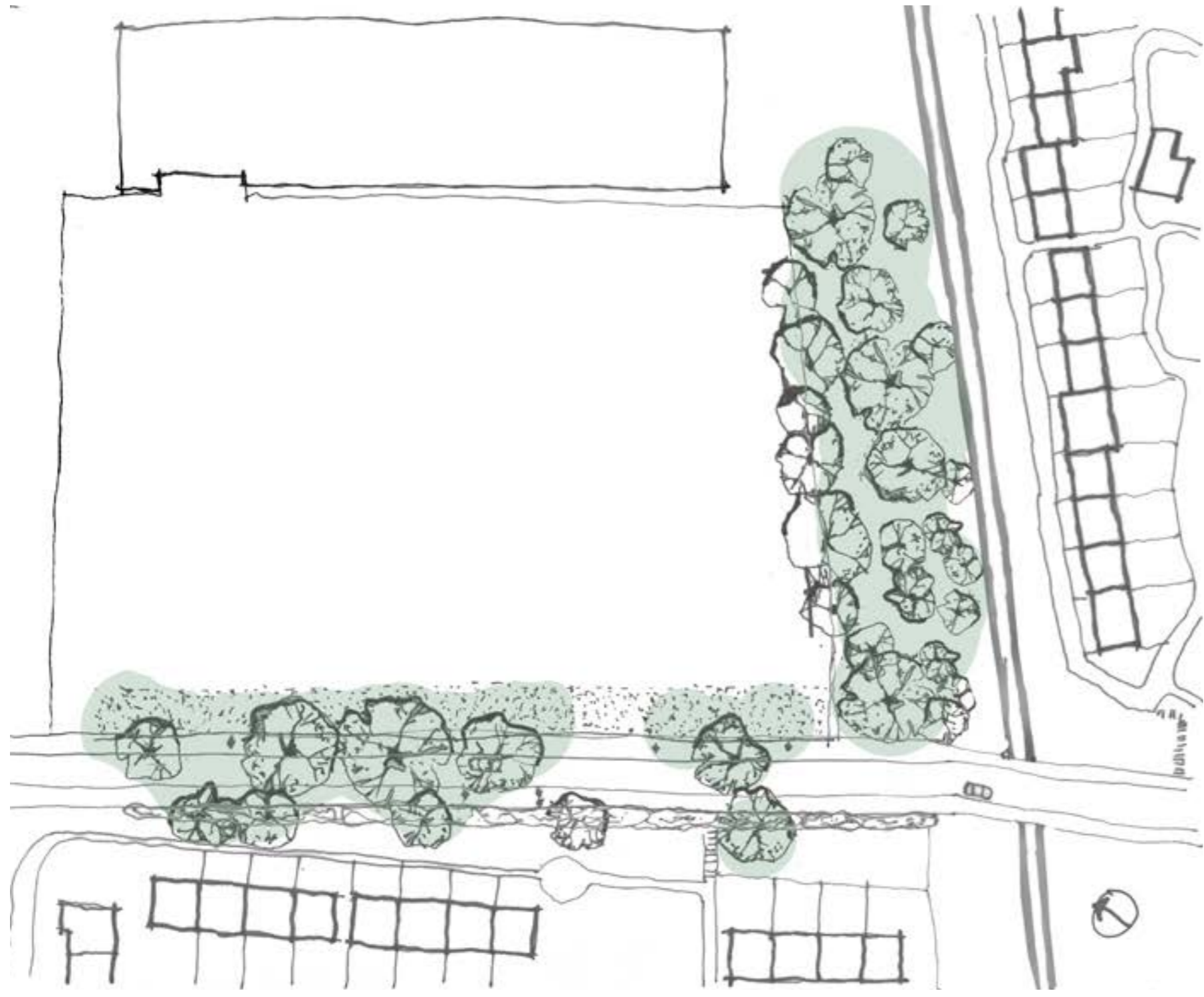
5.



6.



# Existing trees



## Site - Trees

There are a large number of deciduous trees that occupy the perimeter of the site. The trees are both within the site boundary and outside the site boundary.

The front of the site facing Great Stone road contains a smaller number of street trees while the East side of the site contains a large number of densely planted trees as seen below







### Site images - immediate context

The Immediate context of the site contains a combination of two storey housing and larger scale buildings as shown in the images below.





# 2.

## SCHEME EVOLUTION

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May 2017  
3 towers



Nov 2019  
Design panel scheme



## Scheme evolution

The scheme has undergone various iterations during the last two years in response to local authority feedback. The timeline to the left shows a brief history of the scheme and its various changes. A more detailed look at each scheme can be seen overleaf

### May 2017

The initial scheme presented at pre application consultation was for three large scale towers.

The Local Planning Authority advised that residential redevelopment of the site was acceptable in principle, but that the concept of three towers was unacceptable and incorrect for the local context.

### Jul 2018

An amended scheme of 4-12 storeys was submitted, but refused for several reasons including its height and mass.

### July 2019

Following the refusal of planning permission, several meetings were held with the Local Authority to find an alternative scheme. A residential scheme with angular buildings and diagonal cuts through the site was encouraged, but this would have resulted in inefficient buildings and spaces and an unviable scheme.

### Nov 2019

A revised scheme was then presented at a Places Matter design panel, the reactions of panel members were very positive, however a number of improvements were recommended to further improve the scheme (Report appended)

### Jan 2020

The proposed scheme incorporates a number of proposed changes that have been recommended from both the Local Authority and the Places matter design panel .

Feb 2018  
12 storey scheme  
(refused)



Jul 2019  
diagonal cut scheme



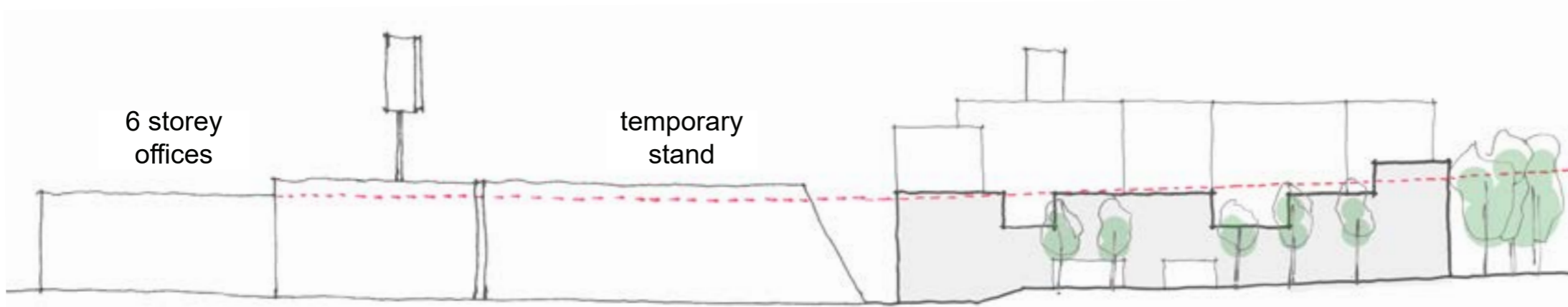
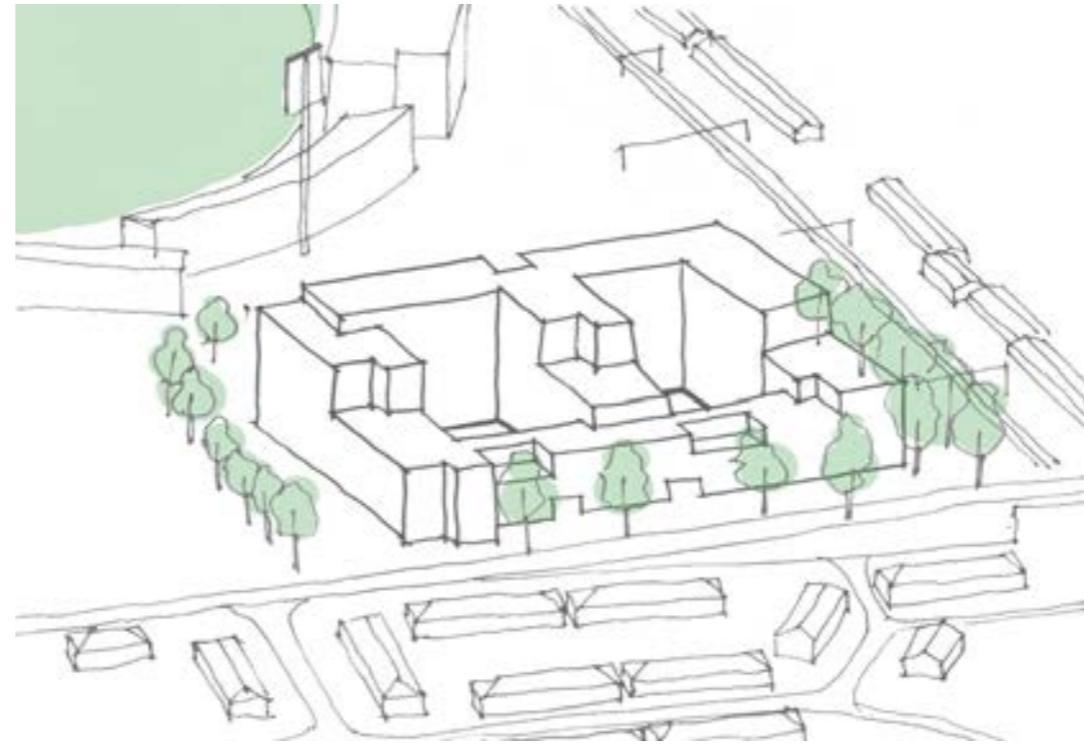
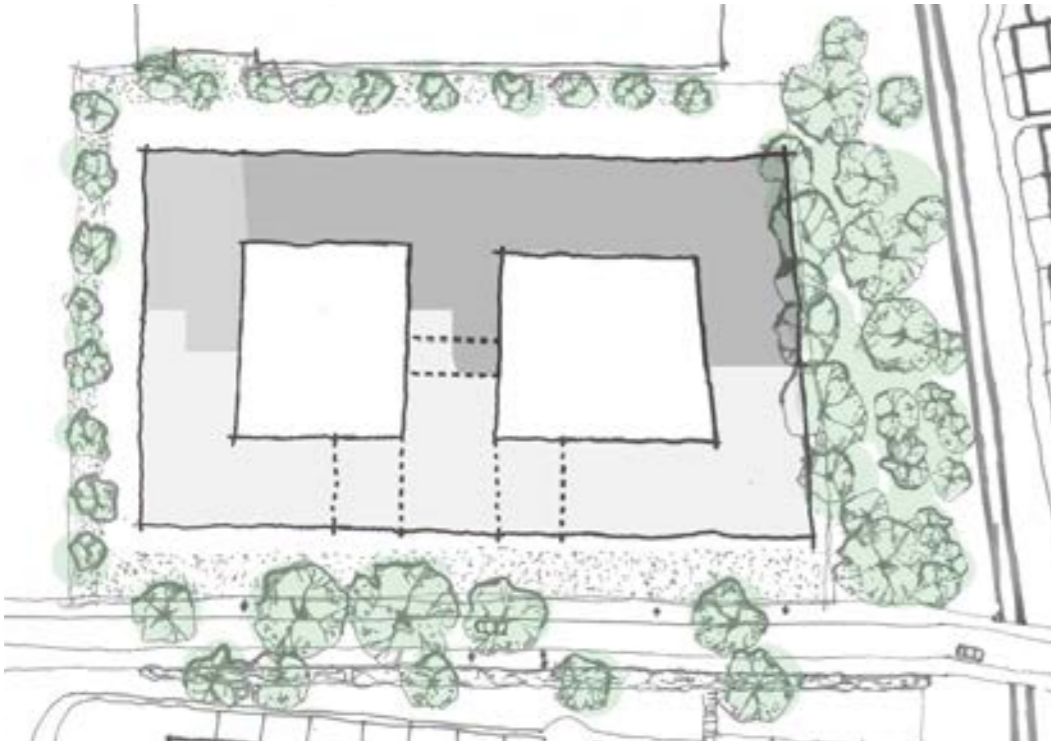
Jan 2020  
Proposed



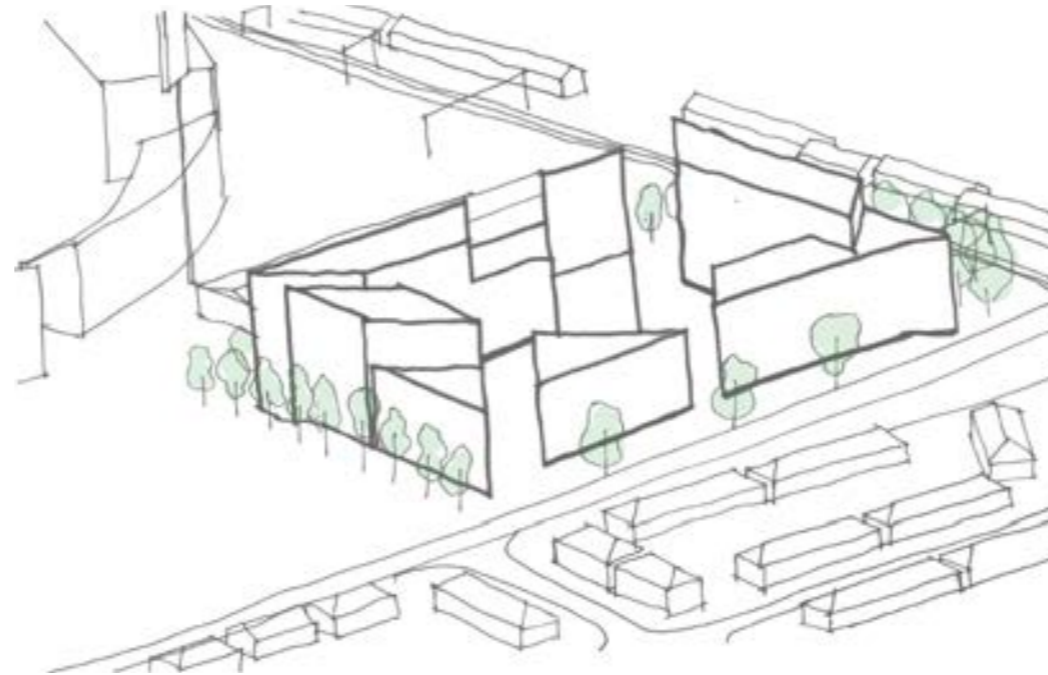
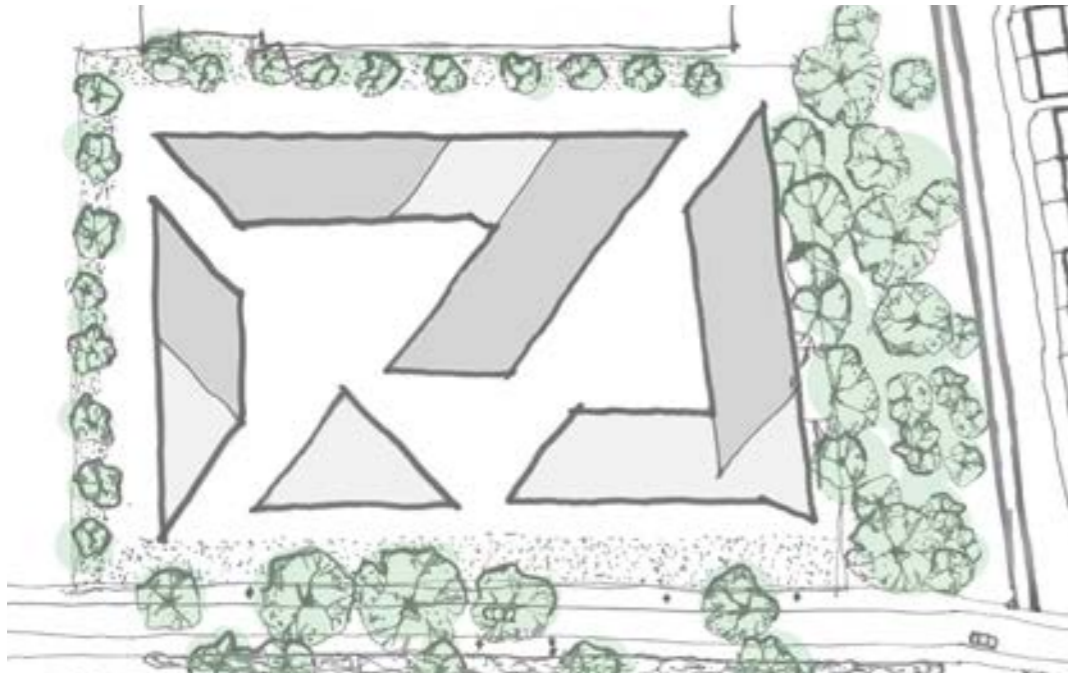


## Refused scheme

In July 2018, an application for a single building of 12 storeys was submitted and refused by the Local Authority. The sketches to the left show how this scheme sits within its context.





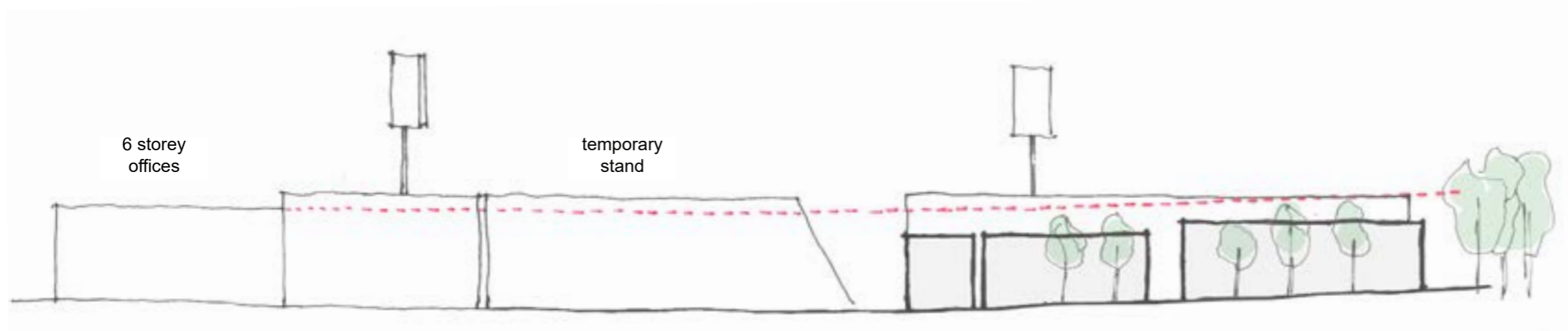


## Post pre-App

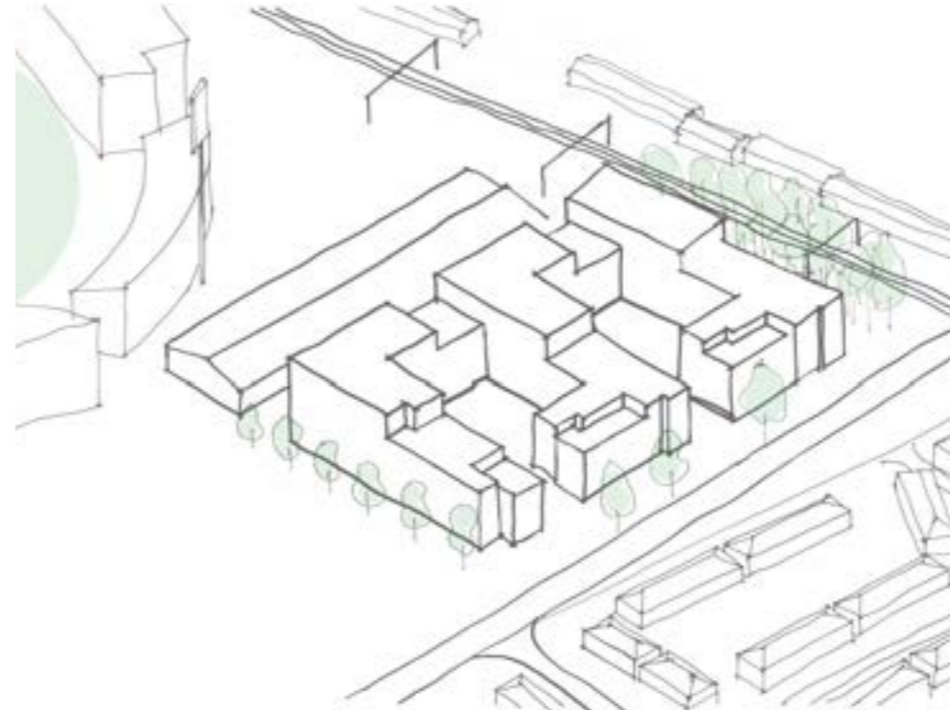
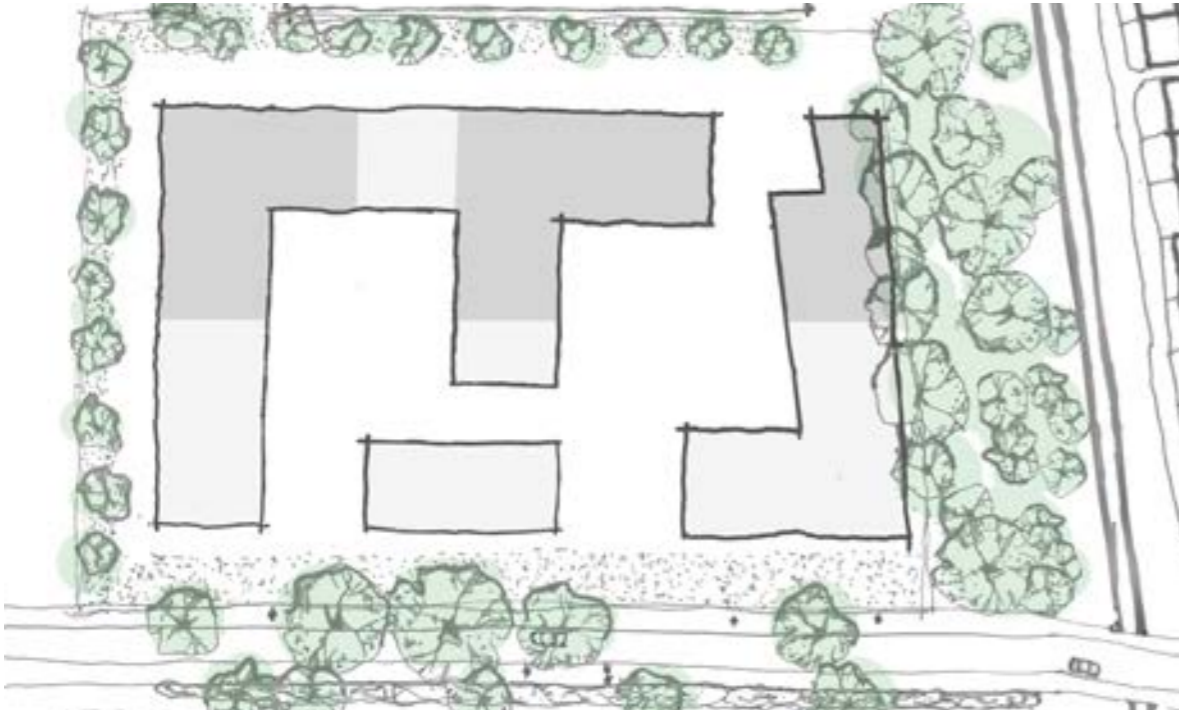
Following refusal, a pre-app meeting was arranged in order to establish the Local Authorities opinions on a revised scheme

Key routes through the site were highlighted as well as the idea of a 6 storey line from Great Stone Road.

The scheme that came as a result of the meeting was a dynamic scheme using diagonal cuts through the scheme to highlight pedestrian routes. However, when developing the scheme, it was established that the scheme was not efficient enough at 6/7 storeys to make it viable, therefore efforts were made to retain the benefits of the scheme, whilst allowing it to become more efficient.

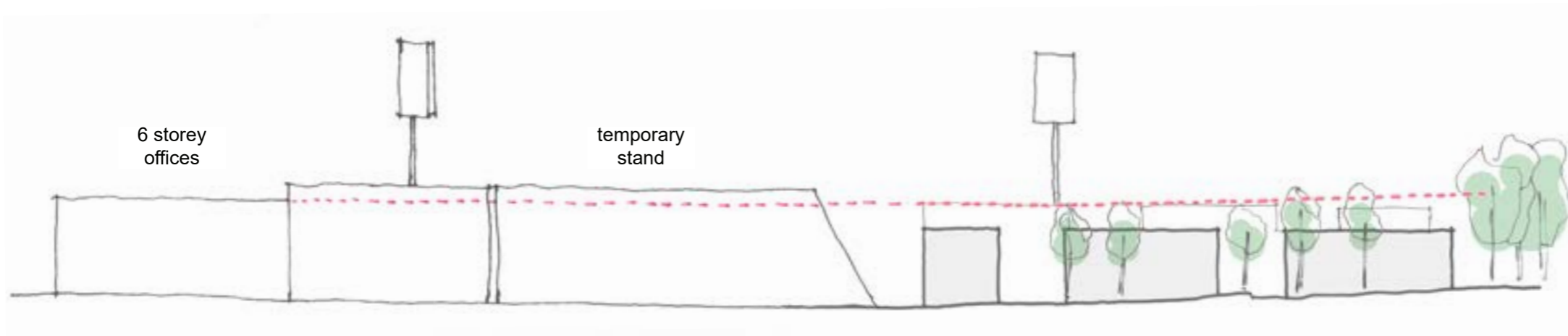




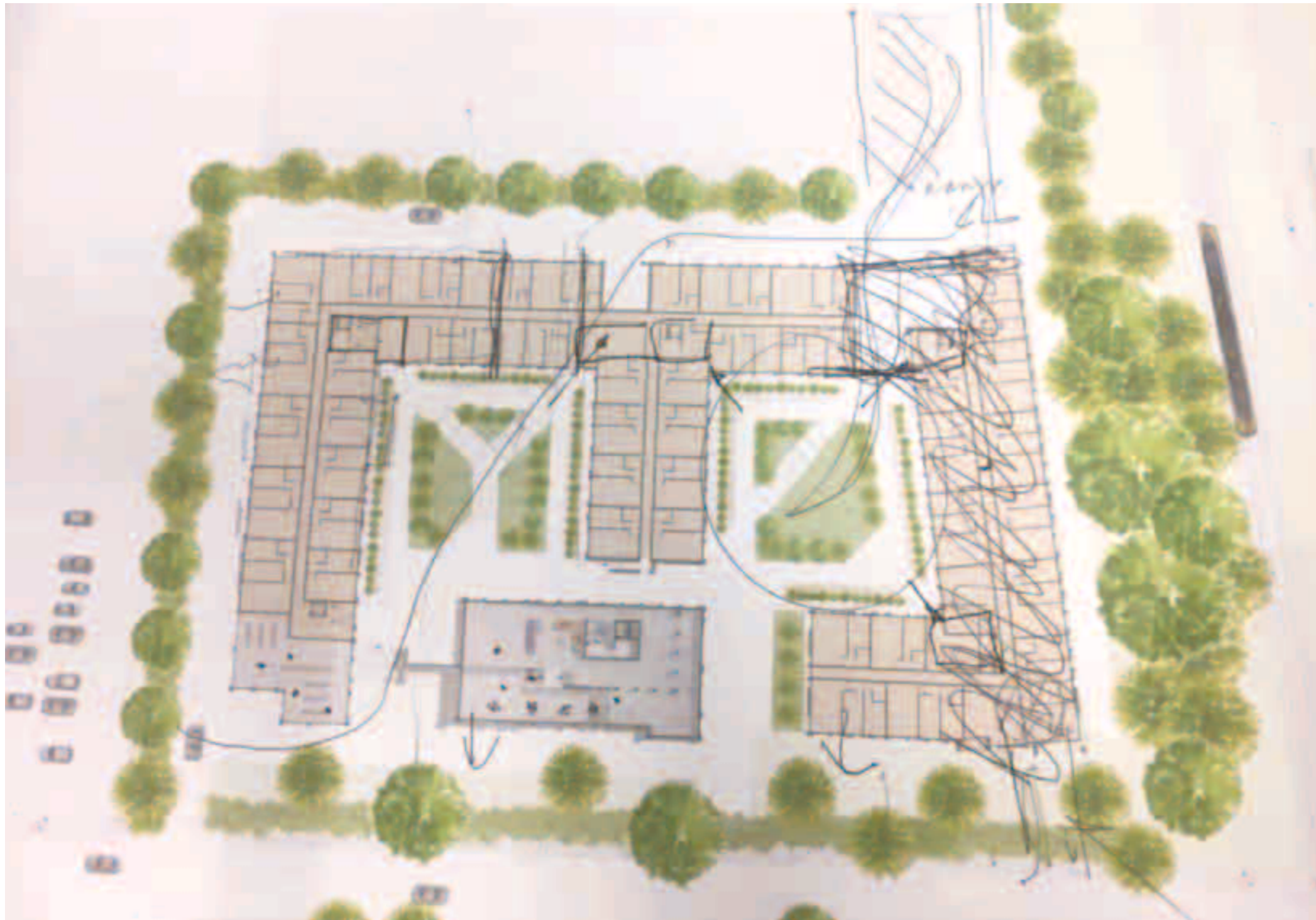


## Design Panel scheme

The scheme was developed further in order to improve the efficiency whilst retaining the key elements of the previous scheme. This scheme was presented at design panel and the panel was generally supportive but made some points for improvement as seen overleaf.







## Design Panel Feedback

In November 2019, the scheme was presented at a Places Matter design panel.

The panel were generally supportive, and felt that the scheme was architecturally successful, however gave constructive feedback on how to further improve the scheme. These points have since been addressed, and include:

### Edge conditions

the panel suggested relocating the vehicular access to the North West facade, allowing the North 'service' area to be freed up and replaced with improved amenity space for the Ground floor residents

### Permeability

The panel suggested that the scheme be broken into two or three buildings, allowing both visual and physical permeability through the site.

### Landscaping/access

The panel suggested 3 separate points of entry into the scheme, and suggested that these might be connected directly to the street by bridges or other means. They expressed that access the flats could be relocated to frontal positions rather than corners of the building for a better user experience.

The upcoming plans show the current scheme, and the annotations in green highlight changes that have been made in response to the design panel's feedback.



# 3.

## DESIGN PRINCIPLES

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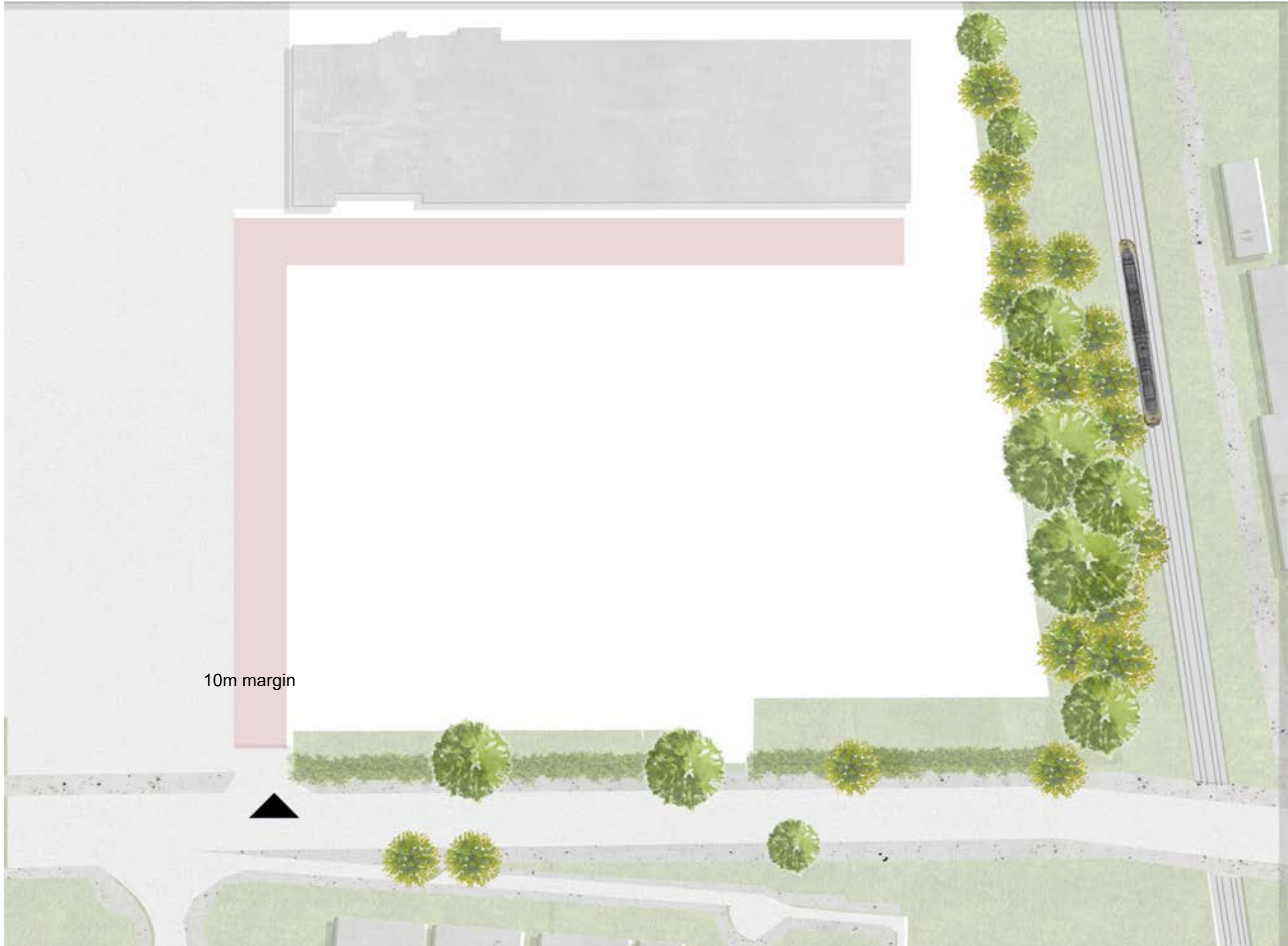


Level access point



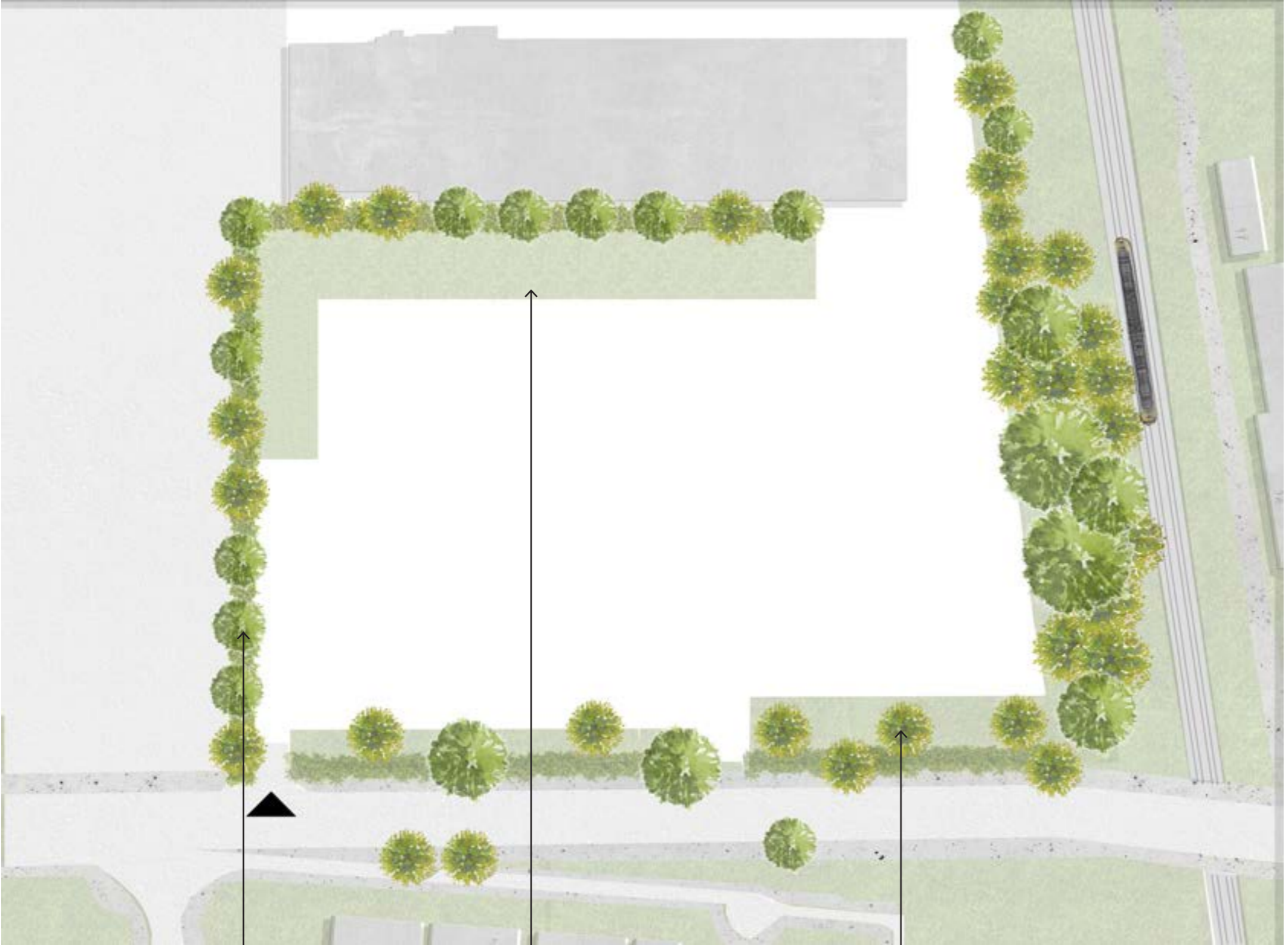


10m margin



10m margin





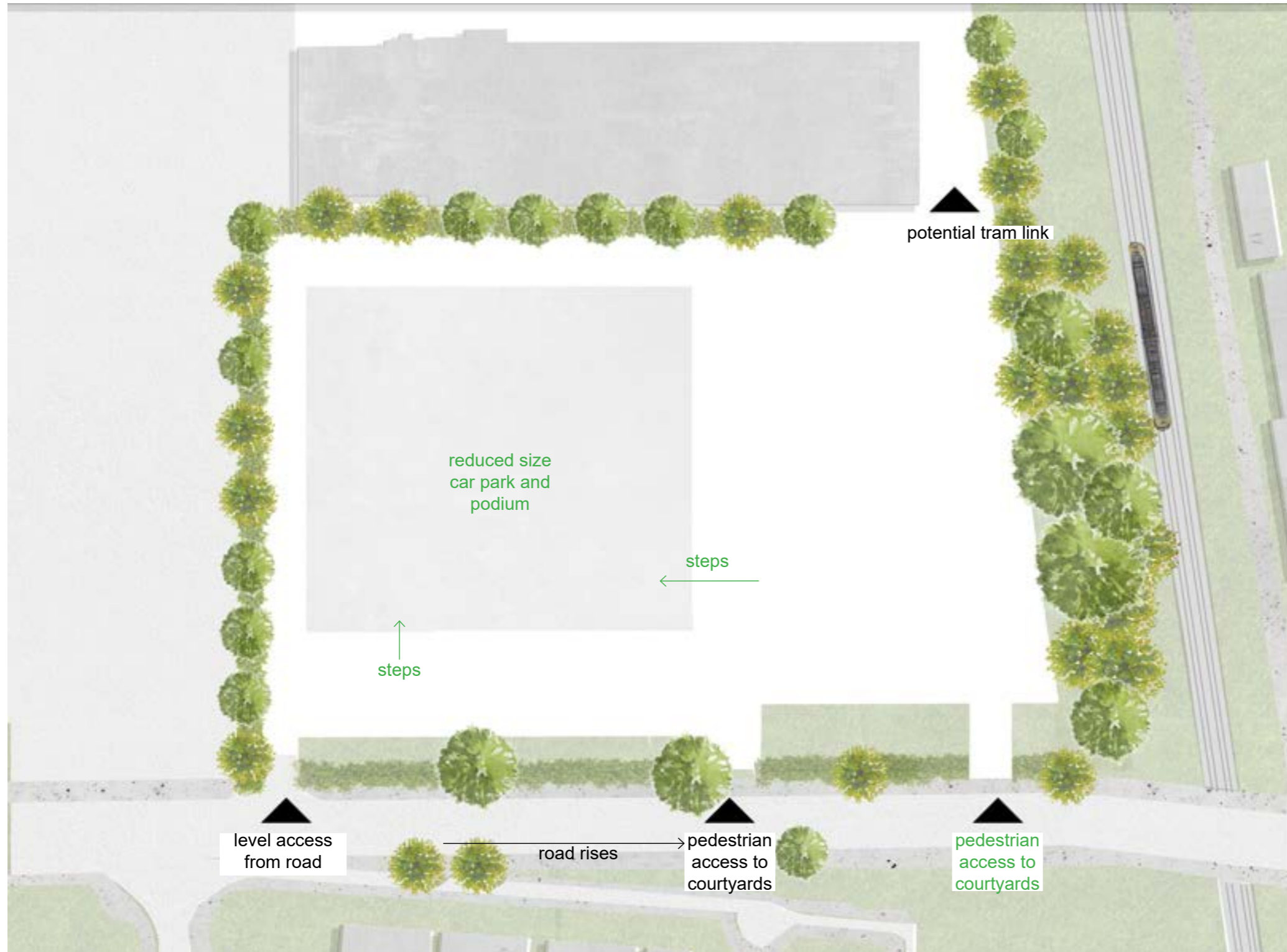
proposed trees define boundary

private gardens added to provide defensible space

proposed trees strengthen frontage







## Pedestrian routes

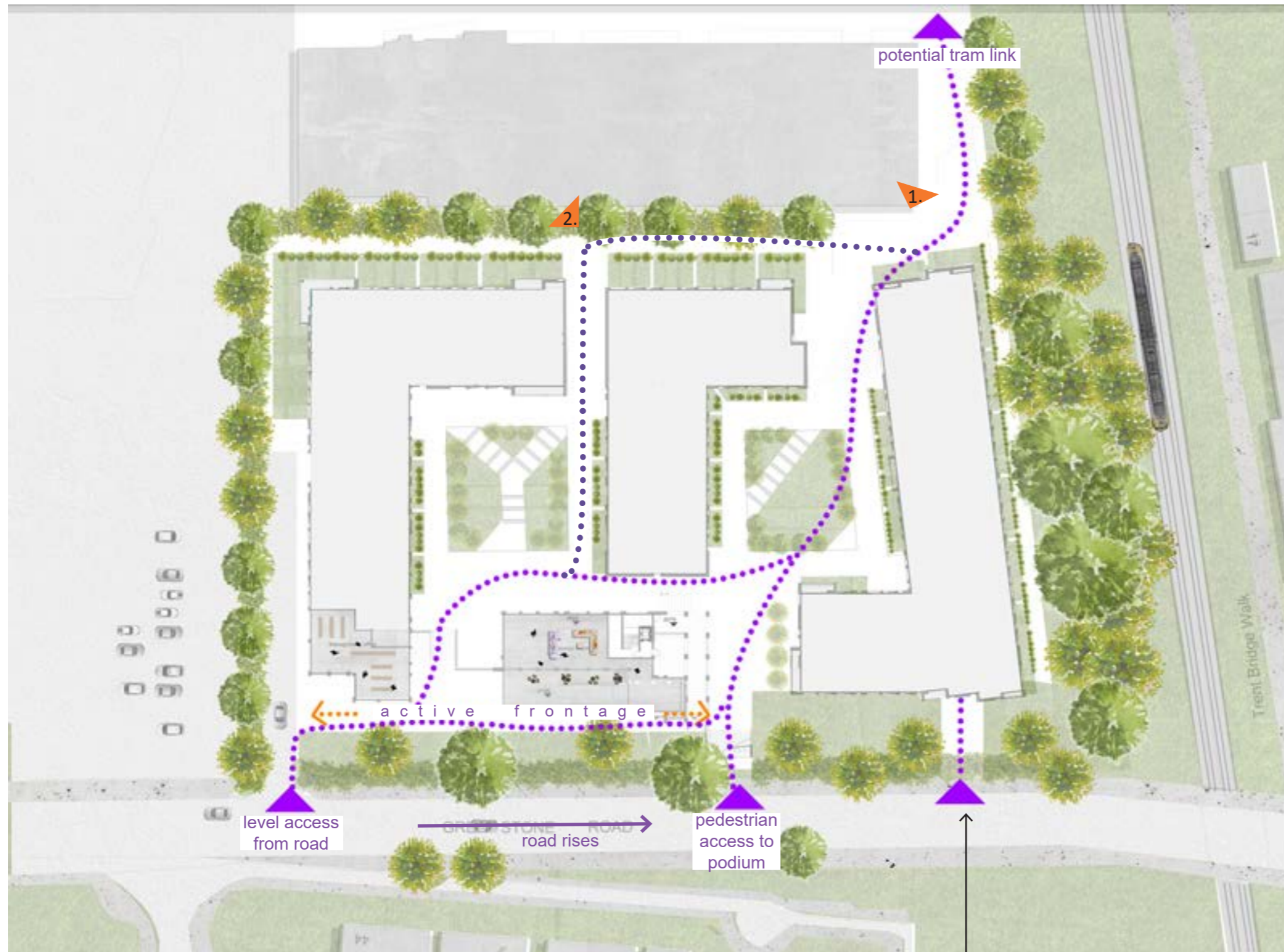
The schemes aim is to be useable and walkable for all users - A route towards the tram route has been marked as a potential development for the future, therefore the scheme aims to incorporate this.

Due to the level changes on the site, level access is provided at the bottom of the road, whilst two other access points occur further along the slope at higher points in the scheme.

Changes since places matter







- Pedestrian access
- Changes since places matter

pedestrian entrance added

## Physical permeability

The lower ground floor contains 101 parking spaces, two bin stores, a large cycle store, and plant and storage space.

The lower ground floor is accessed by vehicles via a ramp to the west of the site, previously the North of the site was used for vehicular access, however in response to the design panels input, is now pedestrian access only with private gardens, this is to avoid the feeling of a 'service road' to the rear and improve residents outlook.

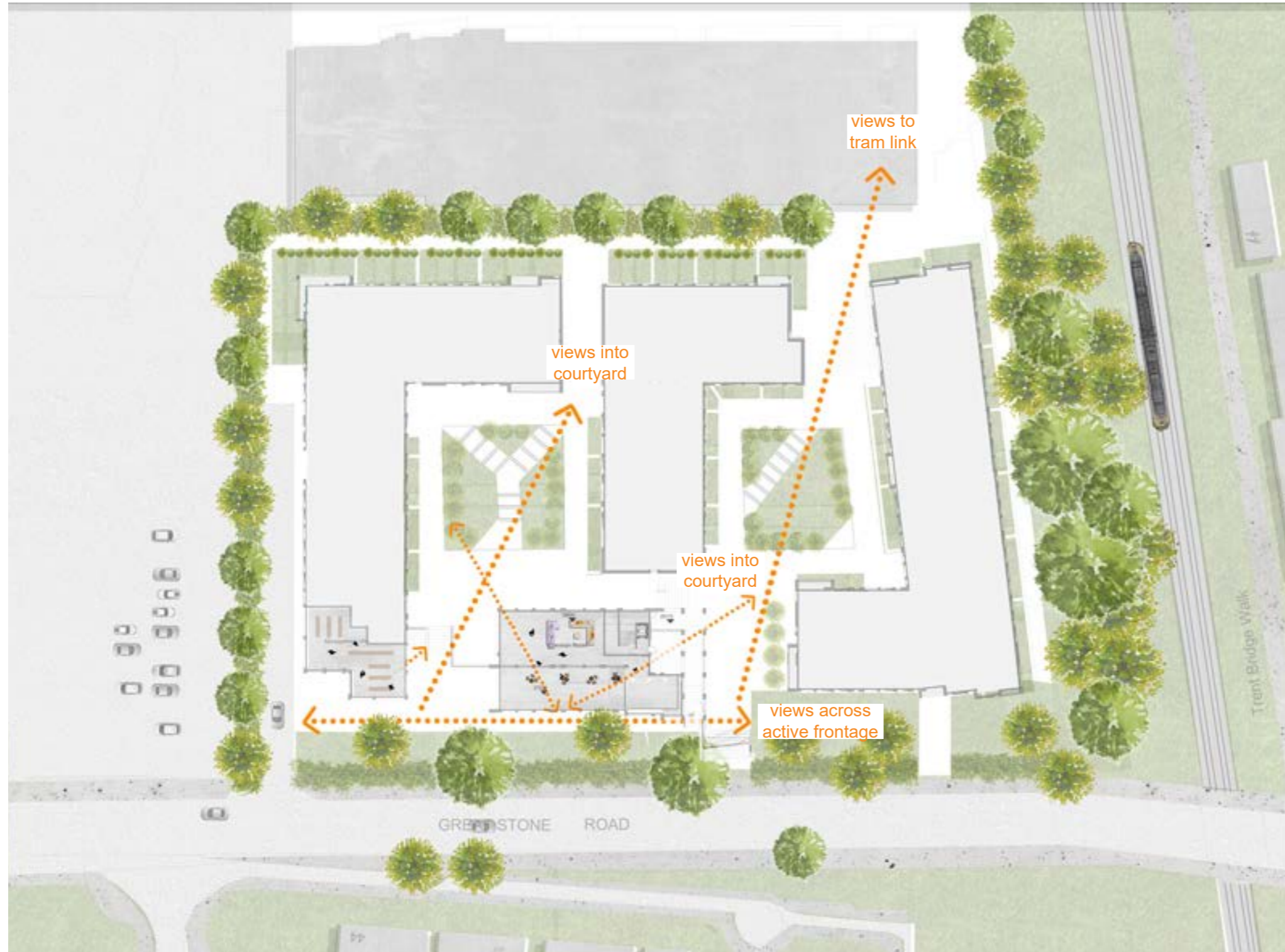




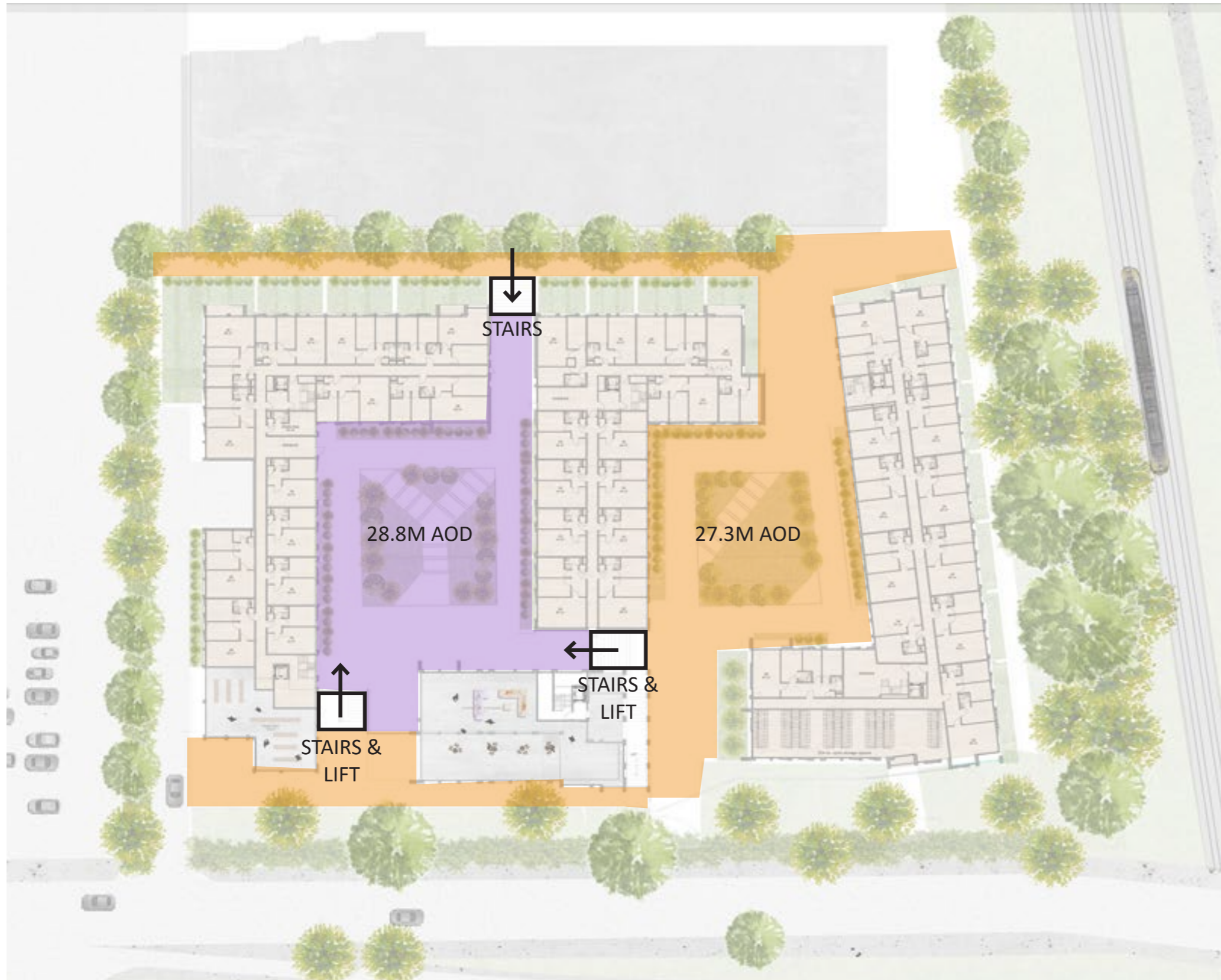
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Visual Permeability

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## Level access

The courtyards are split over two different levels due to the parking provisions below. The West Courtyard is 1.5 m higher than the East courtyard which is level with the remainder of the site. The West courtyard can be accessed by stairs and lift while the East courtyard can be accessed directly without ramps or steps.

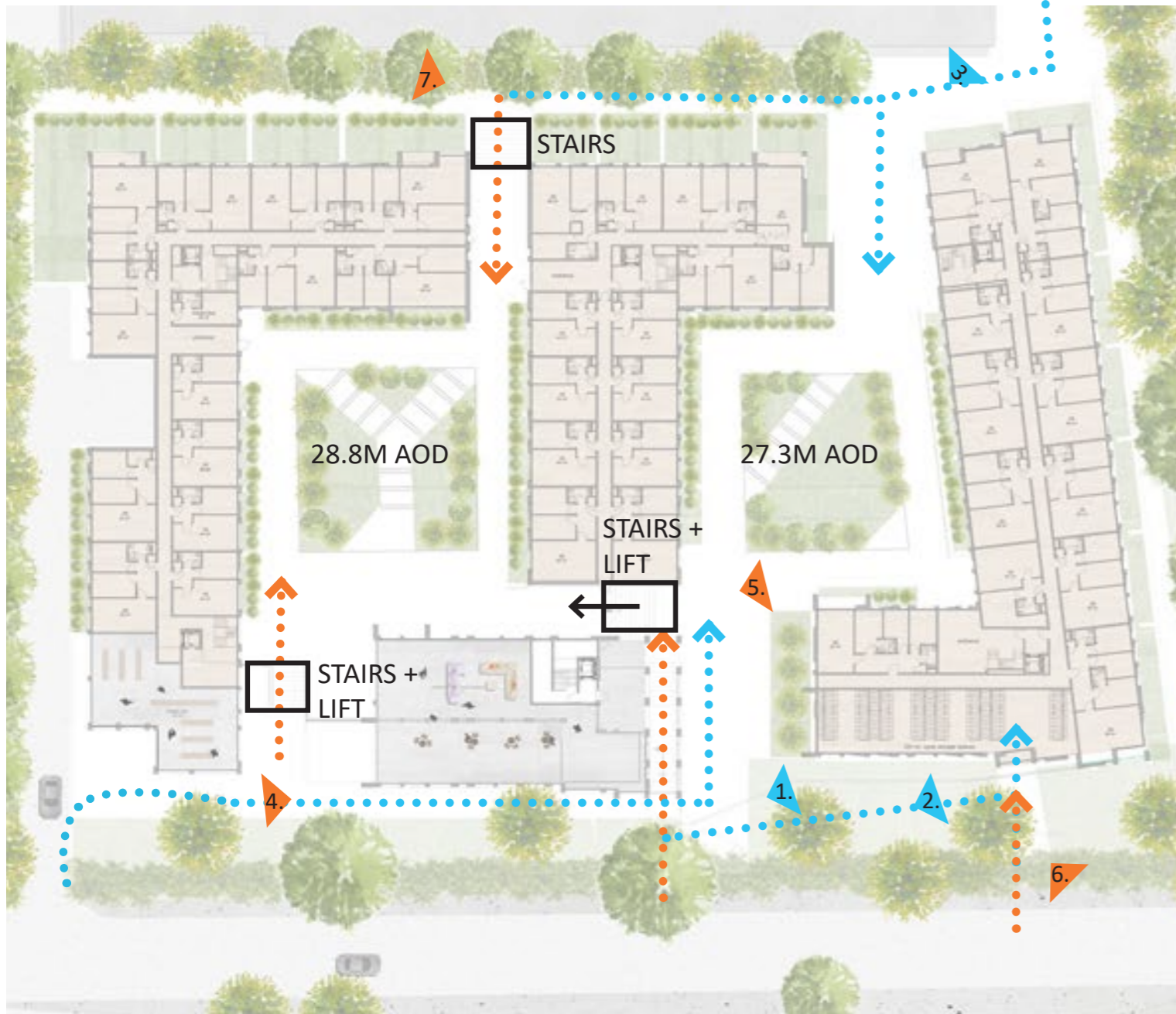
The following two pages describe the access and levels in more detail





## Scheme access points

The scheme is fully accessible and contains a combination of level access and stepped/lift access. The routes into the scheme are indicated to the image to the Left



- Level access
- Raised Access (lift/steps)



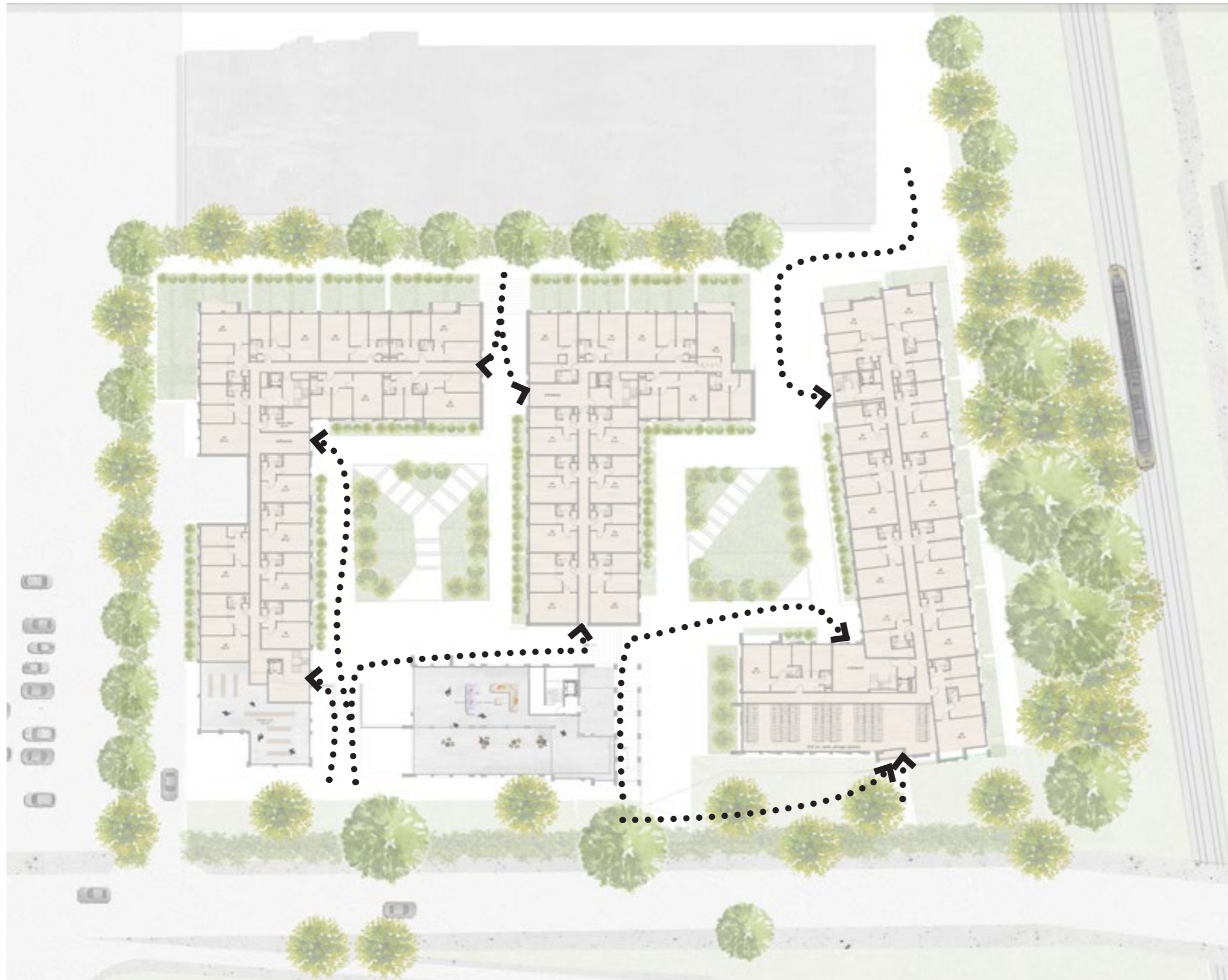
Level access



Stepped Access







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## Entrances

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Entrances have been provided at various points throughout the scheme in order to provide residents with short routes to their apartments.

During the night the scheme will be secured with fob access, preventing private entrances being accessible to the public.



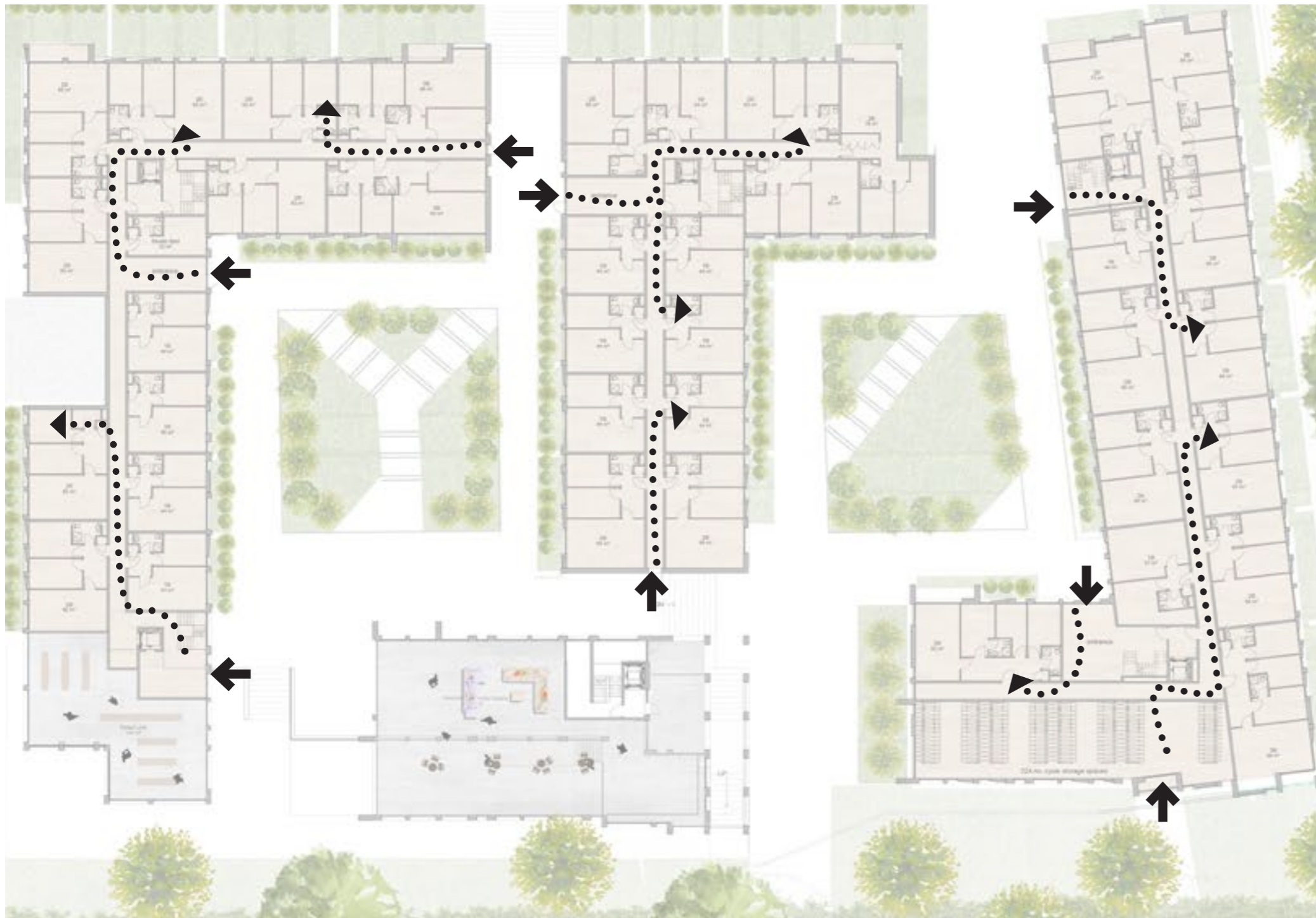


## Apartment Entrances

The Entrances to the apartments have been distributed throughout various points of the scheme in order to provide residents short routes to their apartments.

The image to the Left shows the entrances and the route to its furthest apartment. The furthest distance any resident will have to travel to reach their apartment is 28 metres.

The corridors will remain open rather than zoned to enable residents to reach their apartment from a variety of entrances - This configuration also increases users security in the event of a fire.





## Refuse collection strategy

The access road will lead to the car park and provide access to the refuse stores and cycle stores.

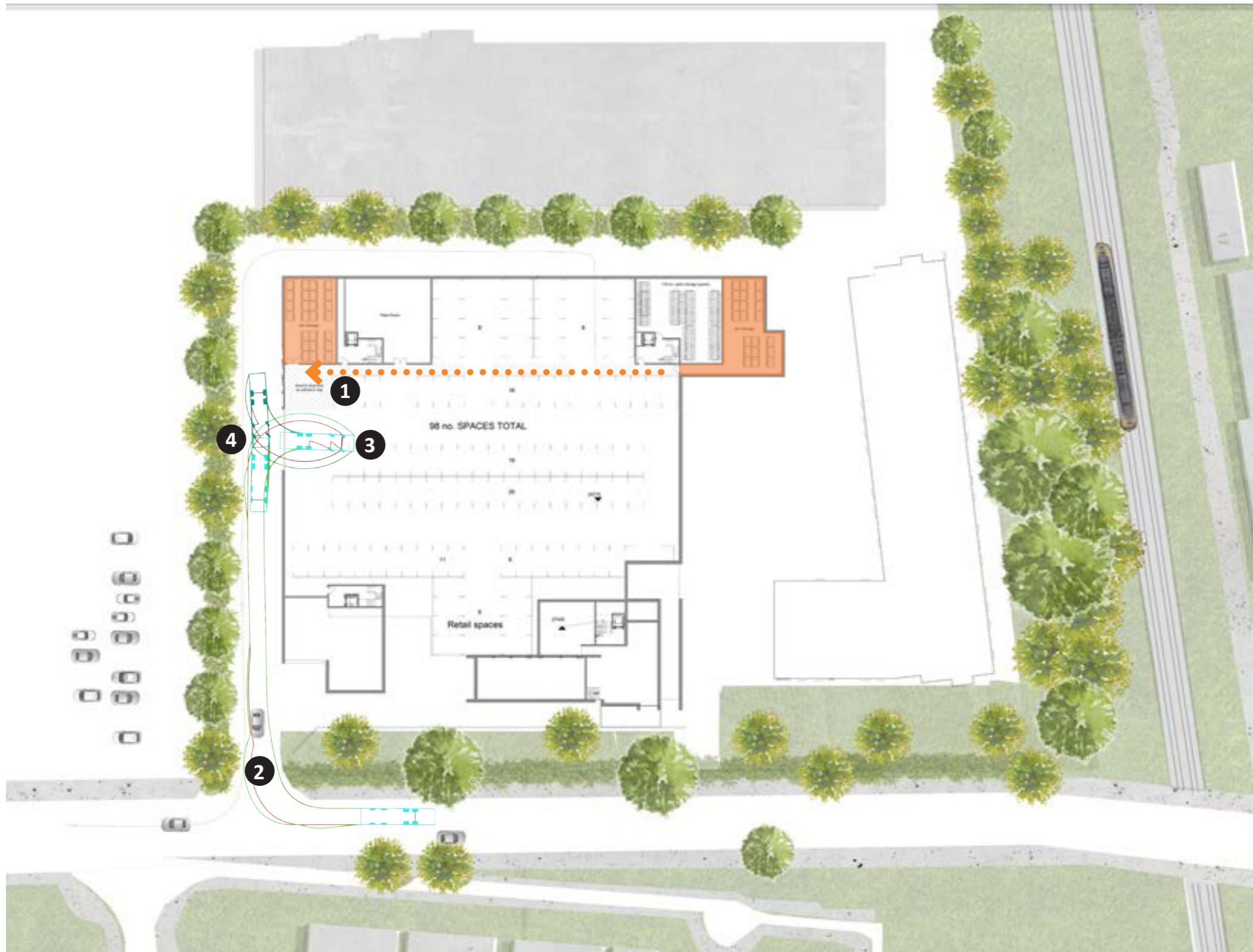
The access road will be 5.5m in width, allowing comfortable two-way movement for cars, and enough room for a refuse vehicle and a car to pass.

There is sufficient space within the site for a refuse vehicle to turn around and leave the site without reversing out.

A swept path analysis for a large refuse vehicle accessing the site is shown on the image to the Left and on Page 25 of the Transport Analysis document.

The numbers on the Image to the left explain the steps as taken on refuse collection day

- 1** Bins are moved to the designated collection point by management on collection day.
- 2** Refuse vehicle drives into the scheme via the access Road
- 3** Bins are emptied into the refuse vehicle and subsequently moved back to the refuse store
- 4** Refuse vehicle reverses out into access road and drives out in forwards facing position.

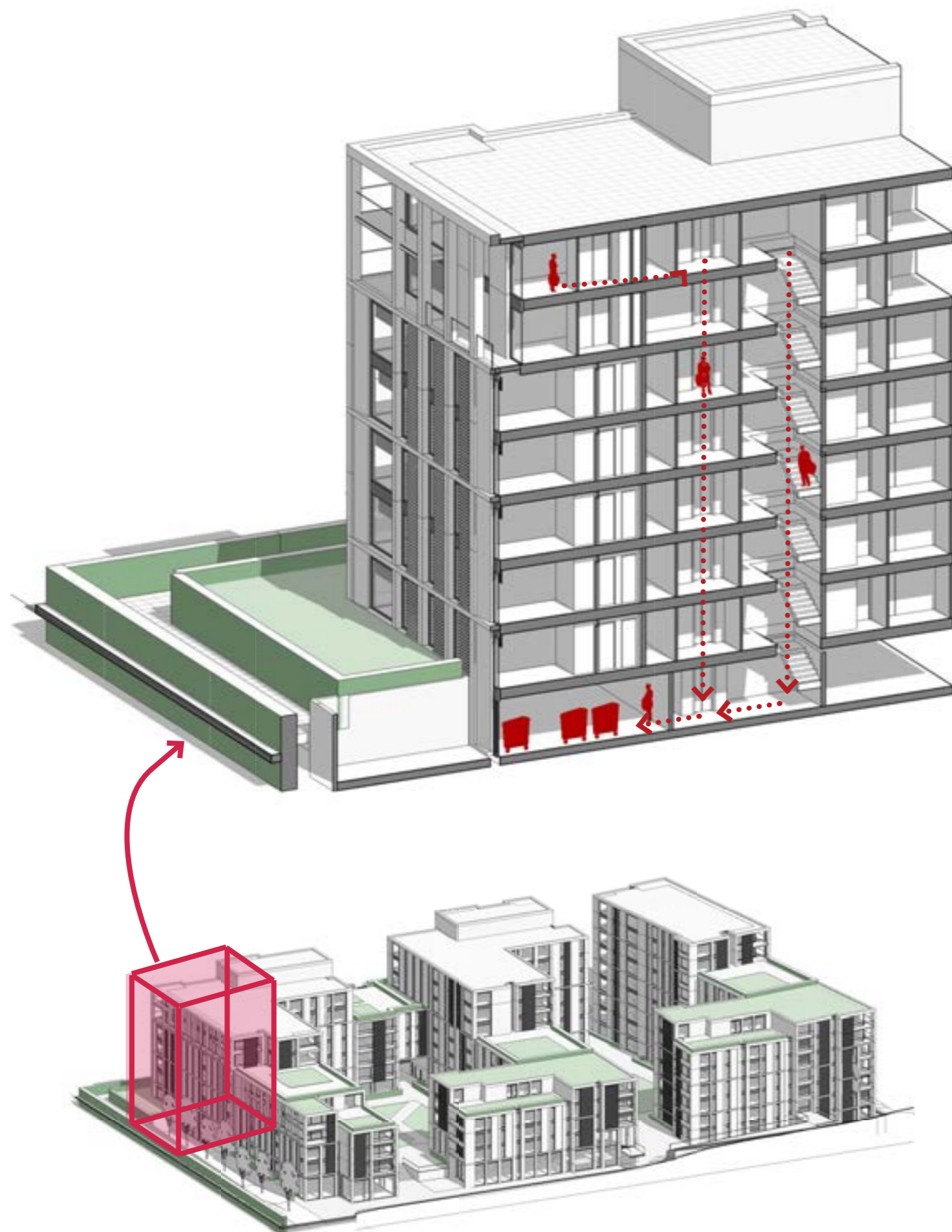




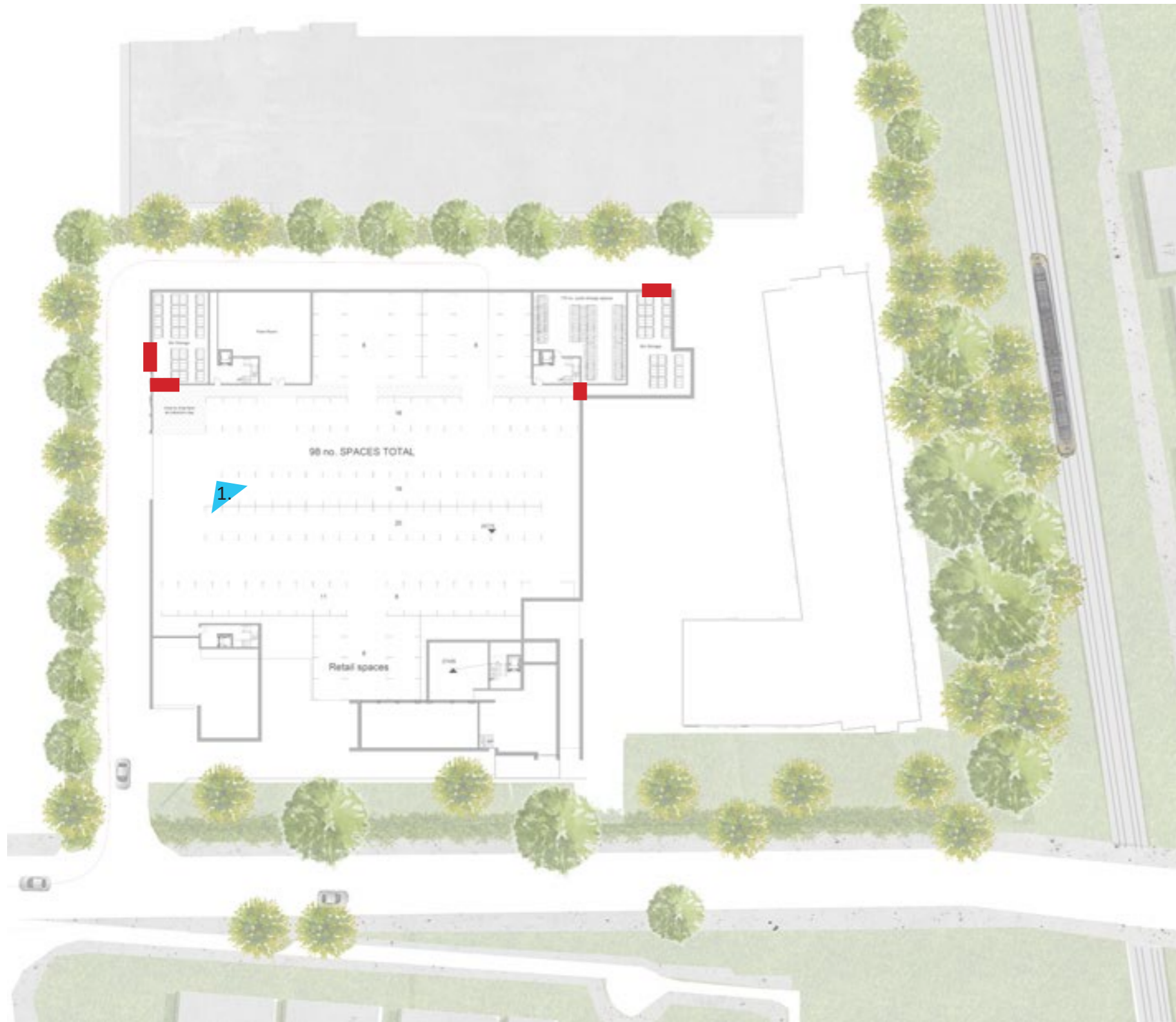
## Refuse store access

The refuse store can be accessed via any stair and lift core. The Diagram to the Left illustrates how one might access the refuse store from their apartment.

The vast majority of the residents within the scheme will be able to access the bin store internally, however residents of block C will need to use the lifts in Blocks B as illustrated on the diagram below.







## Refuse store ventilation

The refuse store will be mechanically ventilated with grilled door and vents discharging to unobstrusive locations on the scheme. The Diagram on the Left shows the locations of these doors and vents.



1.



4.

# DRAWINGS

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## Lower Ground Floor

The lower ground floor contains 99 parking spaces, two bin stores, a large cycle store, and plant and storage space.

The lower ground floor is accessed by vehicles via a ramp to the west of the site, previously the North of the site was used for vehicular access, however in response to the design panels input, is now pedestrian access only with private gardens, this is to avoid the feeling of a 'service road' to the rear and improve residents outlook.



Changes since places matter

car parking provisions reduced

cycle store

reduced podium area creates a level access courtyard at ground level





## Ground Floor

On the Ground floor there is a graised courtyard which sits on top of the sunken parking below. There is an active frontage on Great Stone Road, housing commercial space and residential amenity space.

There is also pedestrian access along Great Stone Road, where steps take users to the lower courtyard space.



Changes since places matter

service road removed from North Boundary and replaced with private gardens

private gardens added to create defensible space

fourth opening added to the ground floor

direct access created from pavement level







Changes since places matter

double height  
pedestrian link added



## Level 1

In order to increase physical permeability through the site, an additional opening has been placed to the North of the site.

The two blocks remain connected through a glass opening on the second floor, creating a double height appearance.

























NW Elevation





**SET BACK TOP FLOOR**  
gives depth and shadow on the elevation

**BALCONIES**  
activates the elevation

**RECESSED PANELS**  
add relief and texture

**STRING COURSES**  
create horizontal lines and grid

## Elevational Treatment

The elevational treatment has been considered in order provide texture and depth to the elevation.

**SET BACK TOP FLOOR**  
The top floors have been set back in order to provide depth and shadow to the elevation, this also gives the building a 'cap' - a defined top of the mass.

**BALCONIES**  
sheltered balconies and add activation and depth whilst allowing the scheme to be aligned vertically

**RECESSED PANELS**  
Recessed panels have been incorporated to add texture and interest to areas where balconies are less appropriate. This creates a pillar type appearance vertically on the elevation

**STRING COURSES**  
Exposed string courses complement to the grid pattern that is made by the recessed areas.

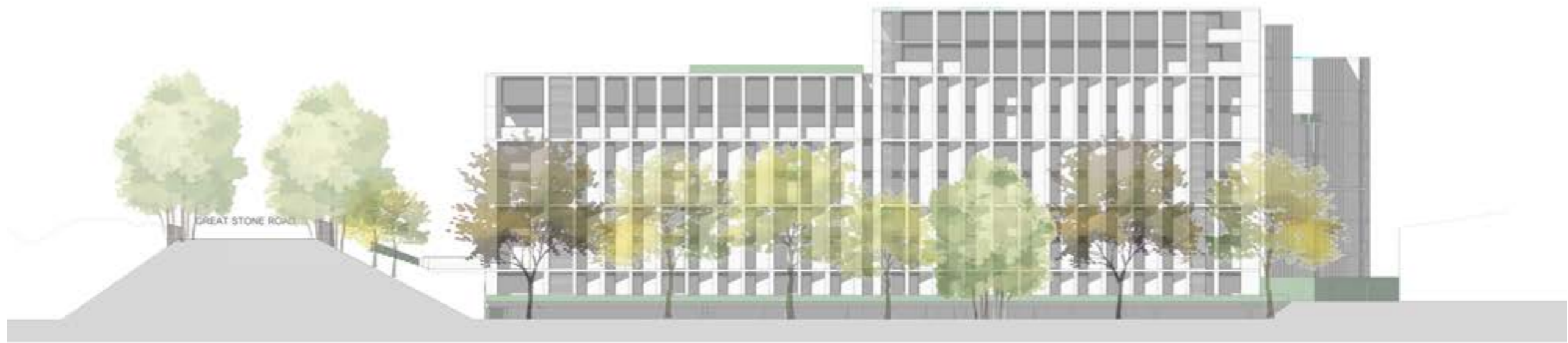






SW Elevation





SE Elevation







NE Elevation









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## Landscape scheme

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The design approach to the landscape scheme will be similar to that of the Malings, Newcastle, small private green spaces will be created on the ground floor to add defensible space and privacy, as well as a central courtyard to create some intimate communal space.

# 5.

## 3D views

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# 6.

## APPENDIX

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Guy Pearson-Gregory  
Accrue Forum 1 LLP

By email

03 December 2019



**Re: Places Matter Enabling Session  
Trafford Place, Stretford – 20 November 2019 at Trafford College**

Thank you for engaging Places Matter and for the time that you and your colleagues gave us in presenting the development history of the site.

The key purpose of the Enabling session was to explore with you the scale, mass and format of potential residential development on the former B&Q site on Great Stone Road, Stretford, adjacent to Lancashire County Cricket Club.

The panel undertook a site visit to familiarise themselves with the site and its context, including the relationship to surrounding residential areas, the Metrolink station and the stands and cricket facilities next door.

#### The Enabling Conversation

The Panel explored with you your own thoughts about the emergence of the current development proposition and the competing pressures on the site, as well as hearing about the wider regeneration plans, being guided by the 2018 Civic Quarter Masterplan.

The Panel worked with the tabled iteration of development, which is seeking to create a residential led scheme, of c.300 units, with an landmark building, which can reused a significant brownfield land site, which is close to public transport. The ambition is to enable the site to be permeable to neighbouring residential areas and to create a strong street scene.



**Places Matter Enabling Session  
20 November 2019, at Trafford College, Stretford**





The height of the scheme is being guided by the “planning reference” of the six storey office blocks to Talbot Road, with the potential for additional height at the tramline interface.

The Panel outlined a series of headline comments to help guide the next stage of the design development, as follows:

- a. The Panel expressed its clear view that a site of this significance feels right for development at this scale, height and massing. The Panel did not agree that there was any need to define a rigid datum at six storeys and that justification made to adjust this as outlined in more detail below; [REDACTED] a fundamental issue still to be resolved in terms of whether this is one building or a series of three, or more, as this will determine your options for sculpting the buildings and how you are able to introduce more natural light to elevations and internal areas, perhaps through the introduction of secondary entrances.
- c. The Panel’s clear view is that this development would benefit from being a series of separate buildings;
- d. The ‘edge conditions’ and adjacencies are a critical factor. These will determine the amenity of a good number of the apartments, in terms of the width of the perimeter landscaping, the views over car parking and the impact of the noise and servicing on those apartments;
- e. You were encouraged to ‘cut’ some elements out of the northeast facing elevation, to improve the amenity of these units and to get sunlight penetration to the street. A much wider edge and a raised ground floor should be considered for this elevation given that it is overlooking the car park entrance;
- f. You were also asked to reconsider whether 280 car parking spaces were really needed for this development. If you can reduce this, then vehicle access might be possible from the northwest side and allow for additional space to be created between the blocks and the adjacent indoor nets. It might also reduce the need for a full podium across the whole site;
- g. You need to be designing the space to the north-east as if the indoor nets have been replaced by something much more amenable and you must avoid any sense that the rear space is just a service yard;
- h. The Panel noted the worthy intention to connect to the nearby tram stop, but felt that the diagonal route through the site and the corner of the development block was driving the arrangement of spaces and uses. Careful thought needs to be given to how to introduce passive observation over the ‘tail’ of this proposed connection if it is to be a safe route;

- i. You were urged to produce cross sections of the site as these will highlight any key areas of poor residential amenity, if you were for example to apply a Building for Life 12 type test to the development;
- j. The Panel felt strongly that you should consider bringing the development closer to Great Stone Road, to allow for greater engagement with the street. This will also guide you in placing additional pedestrian entrances and how to further articulate the elevations;
- k. The intended overall architectural quality, proportions and details were felt to be successful and you must strive to retain these in the final scheme and not lose elements to any future efficiency savings; [REDACTED] how you can create clear and separate entrances to each block and avoid the things you “mustn’t do”, such as a clash between service and car parking needs and residential amenity. Drive the development for amenity value, not engineering ease and remember that in 50 years we will be designing for no cars, so don’t let them dominate your thinking now;
- m. The internal courtyards present an opportunity for you to have small areas of highly valuable private amenity space and perhaps even ‘front door’ apartments to help animate the courtyard and help ensure its use;
- n. At present the courtyards are dominated by a desire for wider public access, which has no clear function and is not conducive to high residential amenity. You need to more clearly define public and private spaces, your required access routes and how you might even create a few special sunny spaces;
- o. On the northeast elevation, you might consider bringing the basement level out slightly to allow for the creation of small balconies to relieve this elevation and improve amenity. As a single continuous entity, this elevation is felt to be too long and must be broken up;
- p. You were asked to reconsider the use of corner entrances to the blocks, as these diminish the amenity of the adjacent apartments;
- q. The Council is clear that it is seeking a placemaking approach to this development and the others in the area. The Panel supports this principle, which would suggest separate blocks, lower levels of car parking and higher levels of liveability;
- r. The Panel suggests that you fragment the plan form and sculpt the roofline, reordering the mass slightly to help make this happen. Greater height, than currently proposed, adjacent to the tramline is not considered an issue, especially if this maintains a viable development quantum, allows for breaking up the blocks and secures greater liveability;



- s. Use your strategic diagram and sections to show how these issues can be reconciled and the benefits of moving the development towards the southern edge and creating a landmark element to the tramline side. Do not let the quest for permeability risk making potentially delightful semi-private spaces less usable for residents though;
- t. Making a series of individual buildings engage more directly with Great Stone Road will have the beneficial impact of reducing the sense of one large mass, whilst still allowing the opportunity to create a landmark element as you emerge over the bridge from The Quadrant, and help connect to the amenities there. It would also allow you to use three distinct street addresses, help improve wayfinding to individual blocks, which currently feel as if they lack  and would perhaps even allow you to introduce different tenures;  uniform building line might help you to respond to the bridge and the gradient and add to the sense of a more dramatic approach. There is no need for you to be apologetic at the bridge end – seek to make more of a feature here;
- v. The landscape and roof terraces need a very strategy and management plan from the outset. This is a high level of investment and you must ensure that each space has a defined function to ensure its future use is maximised;
- w. The introduction of bookable communal spaces adjacent to the roof terraces would help maximise their value and use;
- x. The Panel directed you to The Malings, Newcastle as a example of how very modest private spaces interact with wider public spaces to create a hierarchy which blends uses and drive ups liveability;

### Summary

In summary, the Panel thanked you for engaging with Places Matter Design Review and for the level of your contributions on the day.

You were encouraged to maximise the engagement with the street and to break up the mass of the blocks to allow more sunlight and a greater number of individual entrances to the development. The north-eastern façade needs particular attention to address issues with liveability.

You need to ensure that the edge conditions work much harder, both to the street and the courtyards. The introduction of more height on the tram side would be supported if this allows for a redistribution of mass and unit numbers to create the better conditions of the north-eastern side.

You should seek a landmark statement next to the bridge and direct pedestrian access from Great Stone Road, by drawing the development to the south.

The Panel thanked you for your active participation in the enabling process and would welcome the opportunity to see the revised development proposals, perhaps at Desk Review.

Yours sincerely



Richard Tracey  
Panel Manager  
for PlacesMatter

- c.c. Paul O'Connell - O'Connell East
- Aleks Hayward - O'Connell East
- Carl Taylor - TPM Landscape
- Matthew Hard - Indigo Planning
- Hannah Payne - Indigo Planning
- Debra Harrison - Trafford Council
- David Pearson - Trafford Council



## Appendix

### Strategic Diagram

